



## Economic and Social Council

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### Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light -Signalling

Sixty-sixth session

Geneva, 4–6 October 2011

Item 12 of the provisional agenda

**Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)**

### **Proposal for Supplement 3 to the 01 Series of Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)**

**Submitted by the expert from the Working Party "Brussels 1952"\***

The text reproduced below was prepared by the expert from the Working Party "Brussels 1952" (GTB) to amend the photometric requirements in the case of a LED module operating with electronic control gear. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

Paragraph 6.2.4., the table, amend to read:

Headlamps for RH Traffic**/		Class A Headlamp		Class B Headlamp	
Test Point Designation	Test Point Angular Coordinates - Degrees	Required luminous intensity (cd)		Required luminous intensity (cd)	
		Max	Min	Max	Min
.....	.....	.....	.....	.....	.....
50 L	0.86D, 3.43L	<b>13200</b> <b>***/</b>		<b>13200</b> <b>***/</b>	
.....	.....	.....	.....	.....	.....

\* Actual measured value at points 50R / 50L respectively

\*\* For left-hand traffic, the letter R shall be replaced by letter L and vice versa.

\*\*\* **In case where a headlamp in which LED modules are producing a passing beam in conjunction with an electronic light source control gear, the measured value shall not be more than 18500 cd"**

## II. Justification

1. At its sixty-fourth session, the Working Party on Lighting and Light -Signalling (GRE) adopted the GTB proposal (GRE/2010/45) to follow the principle established in Regulation No. 123, to allow a higher maximum intensity value at the 50L test point, in Regulation No. 98 when the passing beam is produced by a headlamp operating in conjunction with an electronic light source control gear.

2. While noting the concerns of the expert from the Netherlands during the consideration of GRE/2010/45, the experts from GTB wish to propose that the same principle is applied to Regulation No. 112 that allows the use of LED modules that are operated in conjunction with electronic control gear. In the view of GTB, the potential benefits to road safety, which are derived from the improved road illumination at the 50L test point, outweigh the risk of glare complaints.